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NEW CZECHOSLOVAK FREIGHT CAR UNLOADING DEVICE

A new freight car unloading device has been tested and approved for production in the near future in Czechoslovakia. The device, an invention by Engr Pavel Charvat of Ostrava, is reported to save manual labor in unloading such bulk cargoes as sand, gravel, grain, coal, and ores up to lump size. The unloader performs the work of 80 - 100 men and is capable of unloading 1,500 cubic meters of sand per shift.

The device is equipped with two vertical, parallel cutter blades and a lateral agitator blade for pushing the contents of freight cars onto conveyer belts. The first model unloaded a carload of sand in 6 minutes; the subsequent new and improved model performs the same operation in 2 minutes, not counting necessary preparatory time.

The unloader is adaptable to all sizes of railroad cars, regardless of length, width, or number of doors. Material can be unloaded on one or both sides simultaneously; no crushing occurs and operation is quite free from dust. The train to be unloaded does not have to be broken up; the unloader does not get the tracks dirty, is capable of transloading from one car to another, and does not damage the cars.

The Charvat unloader consists of a self-propelled tower, housing a bridge. The bridge is raised and lowered on steel cables. The lower part of the bridge houses two vertical, parallel cutter blades. The width of these blades is adjusted to the width of the railroad car to be unloaded and the blades converge on each other in longitudinal direction. An axle between the blades holds the laterally movable center blade. Each side of the undercarriage of the unloader houses two retractable, 500-millimeter-wide conveyer belts.

The operator, seated in the control cabin of the tower, lowers the entire bridge onto the freight car. Simultaneously, he activates the mobile center blade, which acts as an agitator and forces material into the hoppers of the

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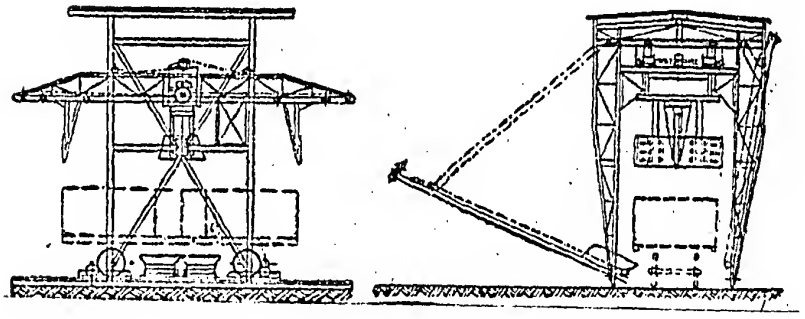
conveyer belts, situated below the openings of the car. By the time the blade, propelled by the weight of the bridge, reaches the bottom of the railroad car, the center of the car is empty. However, it is immediately filled again by the vertical blades, converging on the center.

After unloading, the bridge is raised again and the unloader moves over to another car.

A sketch of the unloader follows.



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